

STATE ROUTE



District 6

Transportation Concept Report

Office of System Planning

July 2006

DRAFT



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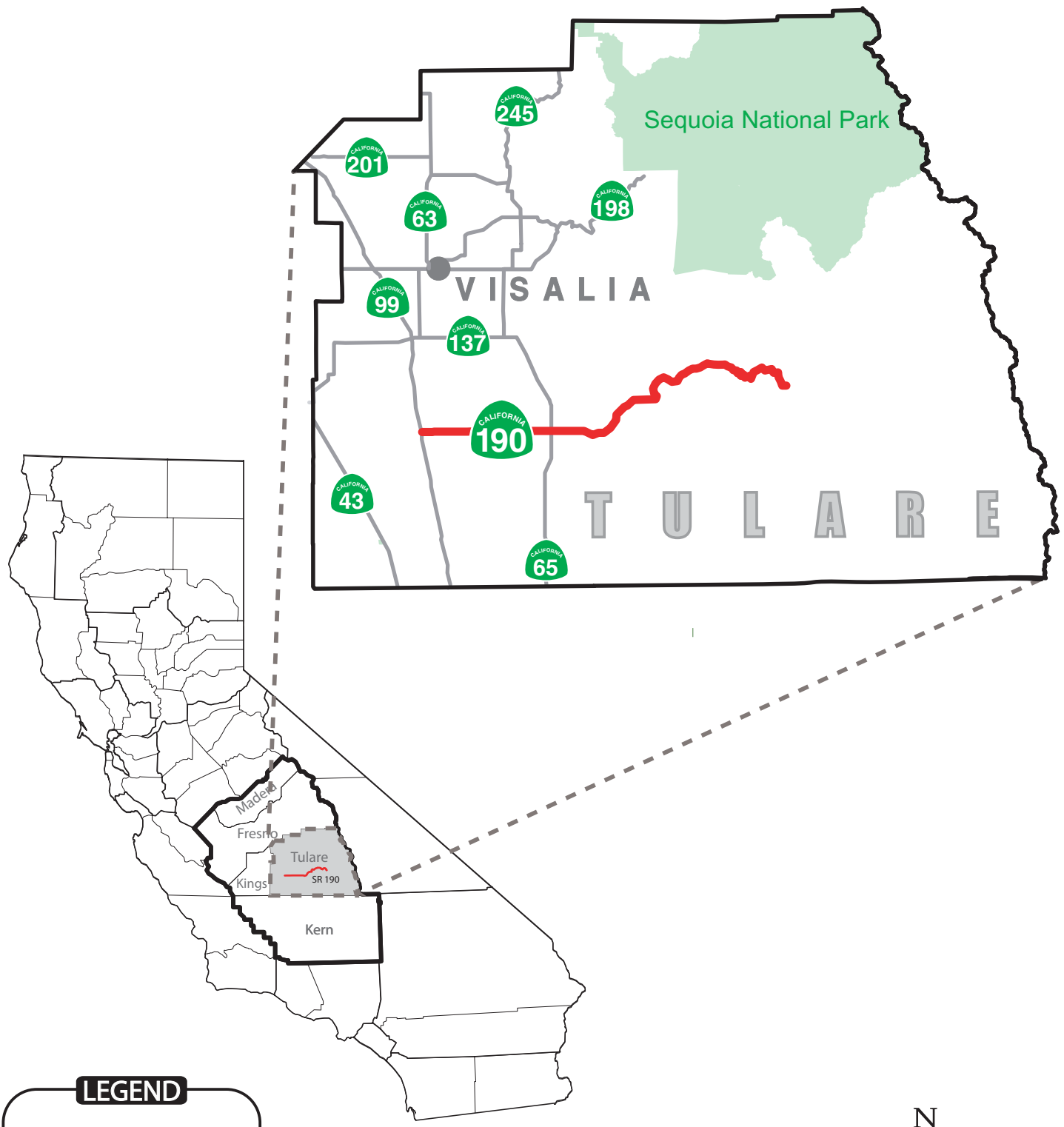
STATE ROUTE

TRANSPORTATION CONCEPT REPORT

LOCATION MAP

CALIFORNIA


190



LEGEND

Caltrans District 6 Boundary

Counties within District 6 which SR 190 traverses



Transportation Concept Report

State Route 190

July 2006

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2030. TCRs provides route data and information, as well as current and projected (2006, 2015, and 2030) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility types for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment. The TCR also identifies transit, bicycle travel, and the implementation of Intelligent Transportation Systems (ITS) as integral to route corridor development.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (a need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The Ultimate Transportation Corridor (UTC) ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. However, the determination of the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during later project report and design phases.

Therefore, the TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route (SR) 190 was prepared and completed by the District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At State Route 99 near Tipton in Tulare County

Ends: At Quaking Aspen Camp in Tulare County (Caltrans District 6), the unconstructed portion ends at SR 127 near Death Valley Junction in Inyo County (Caltrans District 9)

Length: A 231 mile long highway from SR 99 near Tipton to SR 127 near the Death Valley Junction in Inyo County (approximately 31 miles across the Sierra Nevada Mountains is unconstructed).

This TCR covers the District 6 portion of the route; 56.6 miles from SR 99 near Tipton to Quaking Aspen in the Sierra Nevada Mountains. This report covers the 87.6 miles of State Route 190 in District 6, of which 56.6 miles is constructed and 31 miles is unconstructed.

Within District 6, the route is predominately a 2-lane conventional highway (2C) except for the 3.6 mile, 4-lane expressway (4E) portion (PM 14.90/18.50) through Porterville.

Formerly known as SR 127, Route 190 was added to the State Highway System in 1933. It is not a part of the California Freeway and Expressway System within District 6. The highway is eligible to be part of the State Scenic Highway System from SR 65 in Porterville to SR 127 near Death Valley Junction (in District 9).

Route 190 is functionally classified as a Minor Arterial between Route 99 and the Porterville urban area. It becomes a Principal Arterial through Porterville and a Minor Arterial between the city of Porterville and Balch Park Road. It then continues as a Major Collector to Quaking Aspen Camp, which is the end of the existing route.

The route is a Federal-Aid Primary State Highway from SR 99 to Balch Park Road (PM 32.70); the balance of the constructed highway is a Federal-Aid Secondary Highway. It is designated a State Terminal Access Route from Route 99 to the vicinity of Springville (near PM 31.80). Under the Federal Surface Transportation Assistance Act (STAA) of 1982, it is classified as an Advisory Route for truck travel from Springville to the end of the route.

The route provides access for agricultural (and other products) goods movement and area travelers from Routes 65 to 99. Route 99 is a major statewide trunk line for the agricultural, dairy, and commercial products transported via SR 65 and 190 to the rest of the state and nation. State Route 190 is an east-west corridor serving the city of Porterville, as well as the communities of Poplar, Springville, and Pierpoint Springs. It also provides direct access to many recreational areas such as the Lake Success recreational area, Sequoia National Park, and various campsites and day use areas.

At this time, there are no plans to study the unconstructed alignment of Route 190. If ever built, it would provide a unique access across the Sierra Nevada Mountains from the Central Valley; it would be the only access between Route 120 across Tioga Pass in Yosemite National Park and SR 58 in Kern County.

Two state highways intersect the route through District 6. From east to west, the routes are Route 99 at the westerly beginning of SR 190 and SR 65 in Porterville.

Land Use: State Route 190 lies in the eastern San Joaquin Valley, and traverses the Valley in an east-west direction ascending the Sierra Nevada Mountains. Agriculture is the most dominant land use along the SR 190 corridor outside of the city of Porterville. Most of the agricultural land is devoted to crop and orchard production. There are also dairy and livestock farms.

The Tulare River Indian Tribe Reservation and Eagle Mountain Casino are both located approximately 20 miles east of Porterville. The Reservation was established in 1873 and is estimated to cover approximately 85 square miles in the foothills south of SR 190.

The route is classified as rural; there are no major residential, commercial, or industrial uses (outside of Porterville and Springville). Lake Success provides recreational opportunities as do

the Tule River and forested mountain areas. There are several campgrounds along the road. Shopping and services are available in the various communities, as well as in Porterville.

Terrain: The highway goes from flat in the western portion, to rolling and mountainous as it climbs into the Sierra Nevada Mountains.

A. Modal Alternatives

Amtrak: Amtrak does not provide passenger rail services along any portion of Route 190. At approximately PM 16.50 (paralleling Main Street) tracks of the San Joaquin Valley Railroad cross under Route 190. These tracks originate in Bakersfield, pass through Porterville, and then proceed through Lindsay, Exeter, Reedley, and then terminates in Fresno. Currently, this rail line is used solely for freight but could possibly provide the needed right-of-way for a future passenger rail system. Amtrak, via its San Joaquin Route, runs six passenger trains on a daily basis through the San Joaquin Valley with connections in Bakersfield, Wasco, Corcoran, Hanford, and Fresno. However, these cities are not traversed by Route 190.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler along Route 190. Within the city of Porterville, Porterville Transit Routes 4 and 6 currently use Route 190 for a portion of their route. Similarly, Tulare County Transit currently uses a portion of Route 190 for its Springville and Poplar routes. Greyhound Bus Lines and Orange Belt Stage Lines do not serve Route 190. For additional information refer to the Appendix.

Bicycle Routes/Facilities: From the beginning of SR 190 at Route 99 to its terminus at Quaking Aspen Camp (PM 56.60) it is comprised of conventional and expressway highway segments. All of the conventional and expressway segments are opened to bicycle travel. Shoulder widths range from zero to 12 feet and as such bicyclists should use extra care when riding narrow roadways. The terrain varies from level to mountainous.

The Tulare County Association of Government's (TCAG) Countywide Bicycle Transportation Plan lists this route, from its beginning at Route 99 to Balch Park Road east of Springville (PM R32.68), as a "Proposed Class II or Class III Bikeway." Beyond Balch Park Road, the county of Tulare has not assigned a bikeway designation to the road. Similarly, the city of Porterville has not designated any portion of Route 190 as a part of their bicycle plan. For additional information refer to the Appendix.

Pedestrian Access/Facilities: Pedestrian and Americans with Disabilities Act (ADA) compliance concerns are to be found primarily in and near Porterville and in the rural community of Springville (Segments 2, 3, and 5) where there are large concentrations of residential, retail, and commercial properties adjacent to the right-of-way. The remainder of the route is rural with few if any pedestrian or ADA concerns unless major projects are constructed within these segments. For more information refer to the Appendix.

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland, and Sacramento in the north, through the Central Valley, and to the south through Los Angeles to San Diego. Should the CHSRA choose the Grapevine route alignment (instead of the currently proposed Palmdale/Lancaster/Tehachapi route), it may parallel I-5 and SR 99. The high-speed rail line would connect to the state's existing transportation network with station links to airports, inter-city rail and bus lines, commuter rail, and urban rail transit lines. This will directly benefit all motorists with traffic reductions and will help improve travel times.

B. Intelligent Transportation Systems

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno using ITS measures such as closed circuit television and changeable message signs. Implementation of ITS technology where appropriate would help enhance traveler information service and operational and safety efficiency of the route by informing motorists of traffic congestion and inclement weather such as fog, dust, wind, highway construction and/or closings. For additional information refer to the Appendix.

The 511 travel information phone number system is a new aid to travelers and is being implemented throughout various areas of the country and state. This call system would provide access to travel information. Not yet available in District 6, the 511 number would be an easy-to-remember telephone number that can be accessed by travelers before and during their trip to obtain information about state highways, local roads, local transit, and state and local trains.

C. Route 190 Highway Facts

- Used by local, recreational, agricultural, commercial, etc., travelers, the Annual Average Daily Traffic (AADT) ranges from approximately 430 to 22,000, with trucks constituting up to 31 percent of the AADT.
- Functionally classified as a Minor Arterial between SR 99 and the western Porterville urban area, and then between the eastern Porterville urban area and Balch Park Road.
- Is a Principal Arterial through the Porterville urban area and then continues as a Major Collector between Balch Park Road and Quaking Aspen Camp.
- Formerly known as Route 127, SR 190 was added to the State Highway System in 1933.
- Serves as a connection between SR 65 and 99, providing access to Route 99, a statewide trunk line for the agricultural products transported via Route 65.
- A Federal-Aid Primary State Highway from Route 99 to Balch Park Road; the balance of the constructed highway is a Federal-Aid Secondary Highway.
- A State Terminal Access Route from SR 99 to the vicinity of Springville under the Federal Surface Transportation Assistance Act (STAA) of 1982.
- Provides direct access to the Lake Success recreational area, Sequoia National Park, and other destinations.
- Is an east-west corridor serving the city of Porterville, Poplar, Springville, and other communities.
- Eligible for State Scenic Highway designation including the unconstructed portion.

D. General Environmental Considerations

Sensitive biological species potentially occurring along Route 190 include the following special-status flora and fauna. The flora include the Kaweah brodiaea, Springville clarkia, Twisselmann's

buckwheat, striped adobe-lily, San Joaquin adobe sunburst, Keck's checkerbloom, and, California jewel-flower, Deer grass, and possibly riparian and wetland vegetation. The fauna include the Tipton kangaroo rat, California wolverine, San Joaquin kit fox, Vernal pool fairy shrimp, valley elderberry longhorn beetle, Swainson's hawk, California condor, Little Kern golden trout, and migratory birds, such as swallows and hawks. In addition, historical and archaeological sites are located along the route in unspecified areas. These sites are monitored by Caltrans cultural resources staff and Native American consultants, and are subject to consideration under State and Federal laws relating to cultural resources management.

III. Segment Map

An 11x17" foldout TCR Segment Map for Route 190 shows the 9 segments of SR 190 in Tulare County. Following the Segment Map is an overview of SR 190's geometrics and land use considerations. The overview is split into several segment groups. See the attached two page Summary Chart at the end of Section VII for more information.

Please replace this page with the Segment Map printed separately.

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-4: 190/99 Separation to Success Dam Access

Begins: At State Route 99

Ends: At the Lake Success Dam Access Road

Land Use: Route 190 begins at Route 99 and heads in an easterly direction. The land use is predominately agricultural in these segments, including orchards, row crops, and dairies. The community of Poplar contains commercial, agricultural, and residential uses.

The city of Porterville is the major population center and only city on the route and has various commercial, industrial, and residential uses. Of note directly off the south side of the highway is the Wal-Mart Distribution Center (approximately 1.1 million square foot building on approximately 169 acres). Nearby at the northwest corner of Jaye Street and SR 190 a commercial center has been proposed (PM 15.05). Lake Success is located 8 miles east of Porterville along the north side of SR 190 and offers recreational activities such as boating, fishing, picnicking, and camping.

Facility: From Route 99 to Route 65 in Porterville the facility consists of a 2-lane conventional highway. From SR 65 to PM 18.50 it is a 4-lane expressway; from here to the end of the route the road is a 2-lane conventional highway. The only state highways that intersect Route 190 are Route 99 at the beginning of the route and Route 65 in Porterville.



Environmental/Historical Resources: On the valley floor (PM 0.00 to near 20.01), the major environmental issues revolve around threatened and endangered plant and animal species. Also wherever the highway is close to the Tule River, there is the potential for encountering archaeological resources.

Segments 5-9: Success Dam Access to the Inyo County Line

Begins: At Lake Success Dam Access

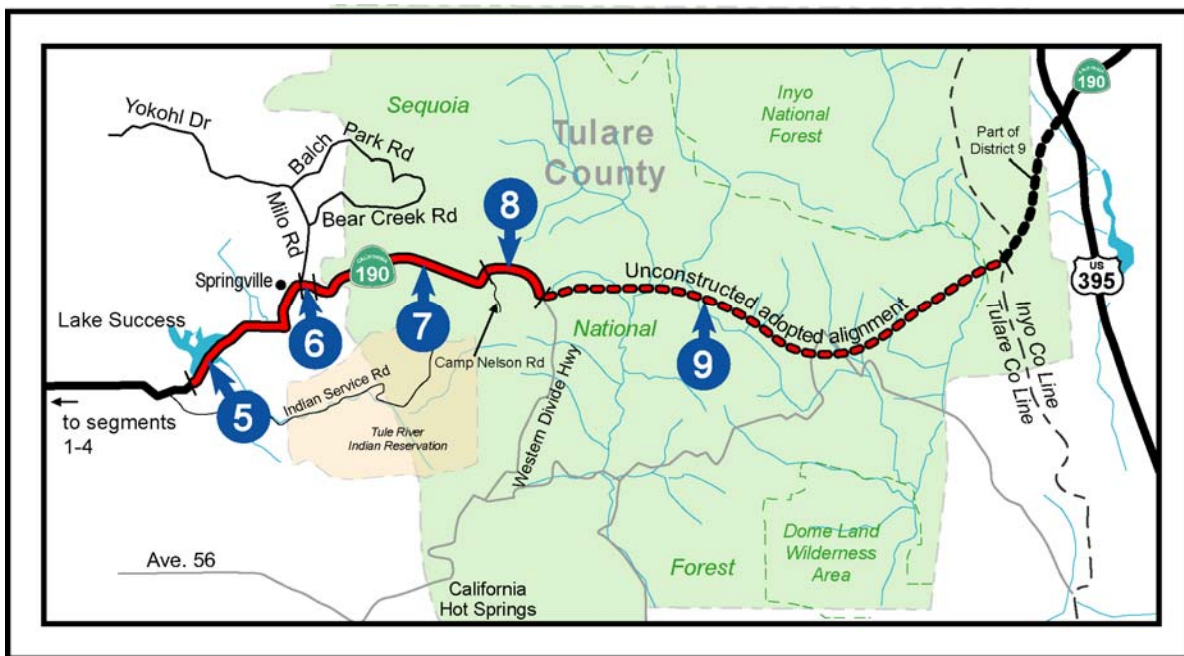
Ends: At Quaking Aspen Camp in District 6; unconstructed from Quaking Aspen Camp to the Inyo County Line (31 miles)

Land Use: Segments 5-9 graduate from hilly to mountainous terrain as the route ascends into the Sierra Nevada Mountains. The route generally follows the Tule River; it features a relatively narrow right-of-way and sharp turns. The community of Springville offers residential housing,

hotels, restaurants, grocery stores, services, and other amenities. Glimpses of the Tule River can be seen along the drive. An historic Pacific Gas and Electric (PG&E) hydroelectric power plant at the Tule River Powerhouse is located at PM 40.10. A Southern California Edison (SCE) flume is located downstream from the power plant and can be seen at along the route.

Pierpoint Springs offers a resort, including a motel, grocery store, restaurant, and real estate office. There are recreational opportunities along the way including hiking, camping, and fishing. Residences are interspersed throughout the route. The Route 190 terminates at Quaking Aspen Camp. The road continues as the Western Divide Highway/Pete Brewer Memorial Highway county road that goes on to Ponderosa, Johnsondale, California Hot Springs, and Kernville.

Facility: From the Lake Success area to the end of the route it is a 2-lane conventional highway. There are no junctions with state highways in this area.



Environmental/Historical Resources: In the vicinity of Lake Success (PM 20.01 to 26.54), the lake itself poses the major environmental issue. As the highway climbs up off the valley floor and crosses or parallels the Tule River, the major environmental concerns become water-related (wetlands, riparian vegetation) along with archaeological sites and endangered species. Additional environmental and right-of-way issues include potential constraints from the mountainous terrain, Tule River, existing structures, and the community of Springville.

The highway enters the Sequoia National Forest at PM 34.40, east of the town of Springville. Within the forest, archaeological and historic era sites are major concerns. With further study, perhaps the historic PG&E hydroelectric power plant and the SCE flume may be determined for eligibility in the National Register of Historic Places. There are many improvements present along this stretch of highway that were constructed by the Civilian Conservation Corps during the Great Depression, including a stairway from the highway to the Tule River. Much of this work has never been evaluated for historic significance. The Tule River continues to pose its own set of environmental issues whenever it is close to the route. Any existing or potential environmental effects of the unconstructed portion of the route are not a part of this document.

V. Concept Rationale

Route Concept LOS: Route 190 is classified as rural except for the portion in Porterville which is designated as urban. The route is also predominately indicated as a Minor Arterial or Major Collector. Therefore, the Route Concept LOS of D has been assigned to the entire route.

Concept Facility: The Concept Facility (the corridor considered viable within 25 years) is as follows:

- **2-lane conventional highway, Improved (Segments 1-2):** only operational and safety improvements are expected in this segment.
- **Maintain the existing 4-lane expressway (Segment 3):** no changes are expected to this segment.
- **2-lane conventional highway, Improved (Segments 4-8):** only operational and safety improvements are expected in this segment.
- **Unconstructed alignment (Segment 9).**

The Ultimate Transportation Corridor (UTC is for the facility beyond 2030) on Route 190 is to maintain a 2-lane conventional highway Improved for Segments 1, 2, 3, and 4. The UTC for Segments 3 and 4 is a 4-lane expressway. For Segments 5 and 6 the UTC is a 4-lane conventional facility. Segment 9 is unconstructed.

VI. State Route 190 Transportation Concept Report Summary Chart

The Summary Charts in Section VII depicts the 9 distinct segments and provides descriptive and technical information, both current and forecast, for Route 190. The Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features, city/county boundaries, and typical highway geometrics. A “Chart Explanation” column defines what is shown on the Chart. The Summary Chart also delineates the functional classification, various highway designations, and general plan information.

Please replace this page with Summary Chart 1-A printed separately.

Please replace this page with Summary Chart 1-B printed separately.

VII. Review of State Route 190 Performance: Current and Future

As of the year 2006, Route 190 is operating at LOS B, C, D, and E throughout its extent in Tulare County. By the years 2015 and 2030, the LOS will likely deteriorate on all segments due to increased recreational, agricultural, commercial, and local travel. The route is projected to operate at LOS D, E, and F without improvements throughout much of the route by the year 2030. At this time, there are no capacity-improving projects (adding additional lanes) planned or programmed.

Projected traffic volume may necessitate additional study and consideration to potentially improve future traffic flow and safety. There are various State Highway Operations Protection Program (SHOPP) projects that focus on maintenance, safety, and operational improvements planned for the route, such as AC overlay, shoulder widening, and slope protection. In addition to regular maintenance and periodic operations and safety improvements completed on the route through SHOPP projects, ITS measures will continue to be evaluated for future implementation.

In the future, any projected financially constrained improvements to SR 190 in urbanized areas will be funded primarily by the Tulare County Association of Governments (the Metropolitan Planning Organization for the county) as indicated in their Regional Transportation Plan (RTP) updates.

VIII. Planned and Programmed Capacity-Increasing Improvements to Route 190

Currently, there are no planned or programmed capacity-increasing projects (adding additional lanes) for Route 190.

Project scope and technical data are for general informational purposes only. For current information, contact the Caltrans District 6 Office of Advance Planning at (559) 488-4162.		
Segment PM From/To	SR 190 Planned Projects	SR 190 Programmed Projects
1-8 TUL PM 0.0-56.6 SR 190/99 SEP to QUAKING ASPEN CAMP	There are no capacity-improving projects currently planned for this segment.	There are no capacity-improving projects currently programmed for this segment.
9 TUL PM 56.6-87.6 QUAKING ASPEN CAMP to INYO COUNTY LINE (UNCONSTRUCTED)	There are currently no plans to construct this segment.	There are currently no plans to construct this segment.